

Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

FEBRUARY 25, 1946

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Government Affairs unit due to be established today with E. Smythe Gambrell as chairman.....Page 28

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Congress Scans Bermuda Pact

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Airmail Official: Gael E. Sullivan, second assistant Postmaster General, has brought a fresh and invigorating viewpoint to the development of airmail since he took office Oct. 1. He directed studies on costs of carrying all first-class mail by air and possibilities of air parcel post, and is said by associates to keep in close touch with all phases of aviation, particularly those which can expedite the mail.

Now...



Walter Kidde & Company, Inc. • 220 Main Street, Belleville 9, New Jersey

SMOKE DETECTORS for airplane baggage compartments

Fast-extinguishing Kidde carbon dioxide systems have long been protecting airplanes from engine fire. Both combat fliers and commercial pilots know how effective this system performs.

Now, a new Kidde development offers effective detection of fires in the baggage compartment.

A photoelectric cell in the Kidde Smoke Detector spots the first whisp of smoke that warns of fire in its earliest stages. Instantly, a red light flashes on the instrument board... alerting the crew before the fire can grow.

A Kidde Extinguisher does the rest!—smothers the blaze quickly, without damage to cargo.

Kidde Smoke Detection is readily adaptable to new or existing transport planes. Plane manufacturers and airlines are invited to write to Kidde for full details.

THE SEA SQUATTERS CLUB—All members and executive board of the Armed Forces who have been forced down at sea, and who have made use of rafts, boats or life rafts, are cordially invited to join The Sea Squatters Club, sponsored by Walter Kidde & Company, Inc. Application blanks may be obtained from The Sea Squatters Club, 220 Main Street, Belleville 9, New Jersey.

THE AVIATION NEWS

Washington Observer



CIVIL AIR PATROL—These are among indications that high officials of the AAF regard the CAP as the nucleus around which a strong air force can be maintained. The expression now is prevalent that the AAF will support this organization so that it may be kept in existence and provide a field for pilot training with a minimum of flight training equipment, instructor personnel and records. These CAP, it is contemplated, may become centers for the organization of National Guard scout groups.

PRELIMINARY MOVE—Conferences of CAP unit directors and AAF officers were held at the Pentagon, unpublicized. While the meetings were only preliminary, the main direction for the most part were based on enthusiasm over the outlook for continued operations. Arrangements are being made for future gatherings of the group in Washington in connection with furthering the same program with AAF backing.

BRITISH PROTEST—Decision of the British government to buy five American Lockheed Constellation for operation on the North Atlantic was vigorously attacked officially in the British press. The *Daily Express* declared that if Great Britain is to succeed in the post-war air age she must take a free decision to assist British, to continue British and to be British for all time—a viewpoint which American manufacturers may well note. The editorial holds that flying is not the important factor at the moment but that building is the thing that counts.

PEACETIME PRO-CUREMENT—War Department has returned to a peacetime purchasing basis in a revision of its procurement regulations which quite definitely kills the "black check" philosophy on experimental and development contracts. Negotiated fixed and cost-plus-fixed-fee contracts will be permissible, but only under most extreme circumstances with procure-

ment officers having to follow very strict rules. For supply contracts, the fixed fee cannot exceed 7 percent under the regulations.

PAVING THE WAY—Revision of the procurement regulations has been expected and as a natural development, but it also is regarded as a move to strengthen the Department's plan when it asks Congress for an overhaul of existing procurement laws. At that time, the Department will be able to point to the fact that it is back on a peacetime procurement basis, and thus forestall criticism that it is wasting the taxpayers' money. Throughout the revised regulations emphasis is on the necessity to purchase items at lowest possible cost to Government.

SHORE-BASED AVIATION—In what is seen as a further bid to elicit Congressional support for the Navy's view that in any unification it should retain shore-based aviation, Vice Admiral Arthur W. Radford has told the Senate Naval Affairs Committee that the Navy needs land-based patrol squadrons specializing in anti-submarine warfare which conceivably could involve the launching of guided missiles. Navy estimates a need for 297 land planes out of a total of 471 for patrol purposes. Current and other ship-based planes would number 2,294 and Marine Corps planes 956. Tullery, training and other types would total 4,748, including 450 for experimental purposes.

FOREIGN ASSIGNMENTS—It has been nearly two months, according to State Department sources, since a United States aircraft company has applied for permission to negotiate an agreement with a foreign country giving it the right to build American equipment. Last application on record is that by United Aircraft Corp. and the French government, asking permission to negotiate for the right to allow French companies to build Pratt & Whitney engines.



Aircraft pilots and engineers created in developing this "light deck" for the forthcoming Consolidated Vultee Model 248 transport. Flight instruments are grouped before each pilot, with engine instruments in the center of the panel. Seats are close to the windshield to give excellent visibility.



POWER *means* PERFORMANCE



Higher, faster, farther, with heavier pay-loads. These objectives are continuously challenging aircraft engineers. Pratt & Whitney Aircraft's Wasp Major, developing more than 3500 horsepower, is a recent answer to this challenge.

Now being built around this most powerful aircraft engine are many types of multi-engined airplanes. Each of these airplanes will have available thousands upon thousands of horsepower. They will pose the way to new standards of performance because—power means performance.

PRATT & WHITNEY AIRCRAFT
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ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION

VOLUME 5 • NUMBER 7

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McGraw-Hill Publishing Co., Inc.

February 25, 1946

Annual Report of AIA Outlines Industry's Progress in Reconversion

Wilson lists requirements for efficient government-science-producer teamwork to preserve American aeronautical preeminence; need for stimulation of research and development is stressed

By SCOTT HERSHLEY

The aggressive manner in which the aircraft industry has tackled and solved most of its survival problems and initiated a program for the solution of major long-term problems is outlined in the just-released annual report of the Aircraft Industries Association.

The importance of air power to the military and economic security of the country makes the aircraft industry of vital importance to the American people. The reconversion problem was severe. The aircraft industry had to develop to a degree which no other industry even approached and at the same time had to face an overwhelming accumulation of surplus material of the post-war demand to which most industries could convert.

Wilson Case Progress—Rogers E. Wilson, vice-chairman of United Aircraft and 1945 president of the AIA, says in the report that the industry has made appreciable progress towards the solution of challenging post-war problems.

These problems were many and diverse, as Mr. Wilson points out, but perhaps foremost was the basic financial one of survival—how to convert profits to a level which would be considered wholly reasonable but at the same time accumulate reserves sufficient to survive the difficult reconversion period and continue to provide employment.

Public Understanding Sought—To solve the basic problems, the AIA Board of Governors decided that only the widest public understanding of the place of air power and its true nature could help. They therefore individually and through the association embarked upon the AIA Air Power Policy.

The keys to American leadership in aviation are scientific research

and technological development. Co-operation between government, science and industry is responsible for our scientific research and technological development. The AIA report emphasizes that a continuation of this partnership is essential to our military and economic security and to world peace.

Requirements Outlined—The AIA is the medium through which the industry operates within the framework of government-science-industry requirements for efficient functioning of this team, as outlined in the report, are:

A long-term air power policy designed to "provide for the common defense and promote the public welfare".

Sound administrative organization

of our armed forces and other agencies of air power.

A long-term continuing program of scientific research and development, procurement, service test of civil and military aircraft and of surplus material.

Sound procurement legislation.

Stimulation of competitive development of new devices providing adequate incentives such as patents, credits, etc.

Expansion of air transport and personal flying by enacting restrictive legislation and increasing landing facilities.

Research Reconversion—Most of the survival problems of the industry have been solved or are in the process of solution through the AIA program but many long-term problems still lie ahead.

In connection with research and development the AIA program suggestions include the following high points:

Urges government to define research needs and objectives;

Makes public and legislative understanding that reasonable competition in the design field assures superior aircraft;

Emphasizes the need for incentives



THE RAINBOW'S NOSE

Clump of the nose of the Republic Rainbow shows the asymmetrical polygonal section forward of the pilot's compartment. The commercial version of the AAF photographic reconnaissance ship will cruise at over 400 mph with 46 passengers and have a 4,100-mile range, Republic has announced.

Operators Studying Requirements For Training Under G.I. Bill

United Pilots and Mechanics Association issues explanation of provisions and lists conditions to be met by schools and veterans in order to participate in program.

Assure that the liberalization of the G.I. Bill of Rights holds promise of a great increase in flight instruction operators are studying rigidly the requirements issued by the Veterans Administration.

Little evidence of the effect of the revised bill is available because the program has yet to get underway to any great extent. Although the changes were approved at the end of December, the VA regulations interpreting it still have not reached the hands of all operators and prospective students.

►UPMA Issues Explanation—To get the widest possible circulation and understanding of the G.I. Bill, the United Pilots and Mechanics As-

sociation has issued an explanation of the bill and the requirements that must be met by schools and veterans to participate in the program.

►Fees and Insurance—An allowance of five percent on the above items, except depreciation and credits, is given salaries and expense of administrative personnel.

►A profit allowance not to exceed 10 percent on gross sales before taxes. No expenses for advertising, sales commissions, and promotion will be allowed.

After the VA has approved the course, a school must make a contract with the veteran on Form 1005 revised. Contracts covering courses costing more than \$100 per week must be mailed to the regional VA office for approval. Contracts for courses costing less than that need no VA approval.

►Veterans' Requirements—As far as the veteran is concerned, UPMA states, he is entitled to \$500 per year for training if he was an active duty more than 90 days, exclusive of any period of specialized training. He may receive additional treatment for the length of service, but not to exceed four years. Many veterans qualify for \$2,000 worth of schooling.

The provision in the revised G.I. Bill which opens the door of flight instruction to veterans in that permitting the expenditure of more than \$500 per year for intensive or concentrated courses. The veteran may elect to do this by filing out Form 1004-A.

He is required to fill out this form, and also Form 1050 if he has not already been certified as being eligible for training under the G.I. Bill. All forms can be secured from VA offices, and after being filled out must be returned to a VA office.

AUTOMATIC LANOINGS

Two recent developments have brought flying closer to the all-weather night model holds the components of the automatic flyed landing system developed by Minneapolis-Honeywell Regulator Co. in conjunction with CAA. The horn-shaped antenna picks up both localizer and glide path signals and transmits them to the small box which in turn motivates the electronic autopilot on the table (Aviation News, Feb. 12). Above is the electronic "brain" of the AAP's automatic flight equipment with which a "pilot in the cockpit" can be made to take off, fly a preselected course and land, all without the pilot touching the flight controls (Aviation News, Feb. 12).

13 Surplus Aircraft Factories Suggested as Housing Plants

War Assets Corp has submitted to Wilcox W. Wyatt, federal housing expert, a list of 13 surplus aircraft plants which it suggests can be used for the manufacture of prefabricated houses to help alleviate the shortage.

Similar proposals have been made in the past and some exploratory work done, notably at Newark Aircraft at Wichita, to determine the practicability of undertaking such production in plants set up for aircraft. Sen. Harley M. Kilgore (D-W. Va.) and Hugh B. Mitchell (D-Wash.) have already introduced a bill to authorize that end, but hearings have not been set.

Douglas Reorganizes Sales Department

Douglas Aircraft Co. has reorganized a complete reorganization of its sales department under which the Contract Administration division, which handled all sales functions during the war, is disbanded.

Under the reorganization, Victor E. Bernardino is director of foreign sales; Karl P. Gruber, director of contract requirements; Nat Fuchtmil, director of domestic commercial sales; and John M. Regan, director of domestic military sales. These department heads will report directly to President Donald Douglas.

►The Director of Contract Requirements is charged with responsibility of securing the three new sales groups with technical and general contract assistance. Under him are L. R. Tellefsen, contract administrator; C. C. Wilcox, contract review and inspection; J. S. Farris, service manager; P. L. Proter, parts sales; and Paul Swan, technical liaison.

Army and Navy to Continue Caribbean Weather Flights

Continuation of a wartime agreement under which Army and Navy planes undertake weather reconnaissance in the Caribbean was announced by the U. S. Weather Bureau. The agreement with the Army and Navy in part of the Bureau's hurricane warning system.

During the hurricane season, from June through November, all flights on regularly-scheduled flights will carry special instruments and make routine reports to Weather Bureau offices at Miami, Fla., or San Juan, Puerto Rico. When severe indications appear in forecasting, a special plane will be sent into the area.

Colonial Offers To Buy Northeast, Opposes Merger

Offering to purchase Northeast Airlines' entire system on any conditions the CAB deems reasonable, Colonial Airlines has asked the Federal Aviation Commission to drop the proposed PCA-Northeast merger.

Should the Board approve the merger, Colonial requests that its applications for a New York-Boston route be reconsidered through reopening of the N. Y.-Boston case.



Col. H. E. Elwell

Col. Elwell Returns As Counsel for CAA

Col. H. E. Elwell has returned to his position as general counsel for the Civil Aeronautics Administration after three years in the AAF.

While in the AAF Col. Elwell helped develop a system for air traffic control throughout Europe, based on the CAA system, and later went to the Middle East for the same purpose. Before joining CAA he was associated with the late Anthony Fokker and several other aviation enterprises. He joined CAA in 1948.

Cliff D. Woodmansee, who carried on Col. Elwell's duties during the war, will continue in his former capacity as assistant counsel.

Bendix Anti-Trust Suit Settled By Consent Decree

Bendix Aeronautics Corp has agreed a consent decree settling an anti-trust suit brought by the Government in Nov. 1942. The complaint charged the company with entering into exclusive patent exchange agreements with a number of foreign manufacturers.

Under the settlement, Bendix transfers to the Alien Property Custodian 135 patents to be made available to either firm royalty free. Other patents can be licensed at "reasonable royalties."

►Company Statement—In a statement, Bendix denied it is or has been a member of a cartel or that it ever agreed to divide world markets, and pointed out that it was not charged with price-fixing. The procedure the Government adopted to it declared, were evolved after the normal workings of procurement policies.

Air Power League Campaign Backs Single Defense Setup

The Air Power League is sponsoring a national campaign of education in behalf of a single department of national defense and co-located status for Army, Navy and Air Force. Howard W. Angus, executive vice-president of the League, will supervise the campaign which will be executed by Hal Leshman & Associates, Inc., New York and Mason publishers Angus and the campaign will be educational, not controversial.

AVIATION CALENDAR

- Feb. 10—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 10).
- Feb. 11—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 11).
- Feb. 12—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 12).
- Feb. 13—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 13).
- Feb. 14—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 14).
- Feb. 15—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 15).
- Feb. 16—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 16).
- Feb. 17—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 17).
- Feb. 18—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 18).
- Feb. 19—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 19).
- Feb. 20—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 20).
- Feb. 21—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 21).
- Feb. 22—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 22).
- Feb. 23—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 23).
- Feb. 24—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 24).
- Feb. 25—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 25).
- Feb. 26—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 26).
- Feb. 27—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 27).
- Feb. 28—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 28).
- Feb. 29—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 29).
- Feb. 30—Hoffman reports new scheduled airline moved special (Aviation News, Feb. 30).

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Seven Charter Lines Serving Miami Organize to Share Ground Facilities

Non-profit association formed by non-scheduled passenger carriers now operating total of 16 planes; aim at cutting expenses and centralizing public relations activities.

Seven contract and charter passenger carriers operating through Miami have organized the non-profit Central Air Carriers Association to share certain facilities and services, centralize public relations, and cut expenses at the Miami base. These independent companies, now flying 16 transports, expect additional firms, including cargo companies, to join them shortly.

One of the first such cooperative ventures formed by independent carriers in the country, the association reports that the success of its members, representing an investment of \$770,000, every week are bringing more than 700 visitors into Miami with an average of 25 inbound flights.

Miami Profiting—Miami has profited more from the sharp national increase in charter flights than most other cities, association spokesmen point out, and they estimate that 90 percent of the visitors who arrive on charter transports would

be unable to make the trip under present congested conditions on other means of travel. In addition to the estimated \$380 which each visitor spends in Miami (or \$1,300-\$2,000 a month), the member companies are increasing their local expenditures in payroll, supplies, rent, and advertising.

Cooperation Built—"Most of the operators are ex-military men, many of them graduates of the airlines," Roger D. Edwards, newly-elected president of the association, told AVIATION NEWS.

"It is very pleasing to find that men who are in many cases competing are able to join hands and pool their strength to solve their common problems. A business which can operate on this fashion has a great future. The spirit of teamwork which we all acquired during the war probably has a lot to do with it."

Was Stranded—Lee J. Edwards, now heads Caribbean Air Transport, Inc. He returned as president of Air-

Operators Pool Offices

Four Miami City charter operators have agreed on sharing cost of a sales office which will be established in the main wing room of Municipal Airport terminal. Two more operators are expected to join them shortly.

It was agreed that the names of CAA members which have aircraft available for immediate charter work will be listed, and that members will be approached in order of the top of the list, unless the next company in line does not have proper equipment for the particular type or number of passengers requiring transportation.

las took Capt before the war, and during hostilities operated a steamship line as the Caribbean.

Borrell, of Miami, was named as the association's attorney.

Members Listed—"Teamwork is already operating inside the association, to the great benefit of the traveling public," the association claims. "By pooling facilities and equipment has reduced costs and rates and sharing information of field or available space insures maximum utilization of departing aircraft, most of which are standard Douglas equipment."

Charter operators are: American Air Express & Import Co., Caribbean Air Transport, Inc., Intercontinental Air Transport, Inc.; Panamerican Air Transport, Trans-American Airways, Trans-Caribbean Air Cargo Lines, Inc., and Veterans Airlines.

Foemex C-W Test Pilot Organizes Buffalo Service

John W. Decker, former Curtiss-Wright test pilot, and William R. Riser, president of the Mastercraft Tire Co. Buffalo, have formed a new firm under the name of Mastercraft Aviation Service Inc.

The new concern will be a fixed-base operation offering charter service sales service, maintenance and flight instruction.

Seek C-W Waiver—Negotiations are underway to borrow from the company, Curtiss-Wright, The Airport Authority Board already has recommended the rental and the City Council is expected to approve the plan.

The new firm, which will handle Beech and Cessna aircraft planes

NEW DEVELOPMENTS

Trans-Marine Charters DC-3's From Colonial

Gets two planes, with crews, for New York-Miami service since at three trips weekly.

What may be the first case in which a major U. S. airline has chartered equipment to a non-scheduled, unscheduled carrier has been revealed by Robert A. H. Cook, owner and president of Trans-Marine Airways.

Trans-Marine on Feb 14 terminated its leasing agreement with Roper D. Edwards of Caribbean Air Transport (AVIATION NEWS, Jan. 25) and chartered two DC-3s from Colonial Airlines in New York. Cook told AVIATION NEWS Trans-Marine has been selling transportation between New York and Miami, and hopes now to be offering three round-trip a week.

May Charter More—Cook said he will charter additional planes from Colonial if the business justifies the expense. Colonial crews, including stewards, are operating the planes, Cook says.

Since Trans-Marine does not operate a scheduled common carrier service as defined by the Civil Aeronautics Act, CAA officials state they have no jurisdiction over the arrangement at this time.

Attitude of Eastern Air Lines and National Air Lines toward the Colonial charter service over their certificated New York-Miami routes was not expected to be favorable.

Proponents of non-scheduled and charter expansion, however, hailed the transaction as a new method to improve these services to the public.

Other Developments—Other developments in special air services include these:

Propaganda Airways, Ketchikan, Alaska, has been purchased by Win Alaska Airlines. Arctic Express had opened the company since the early 30's.

Aurora Airways, Ltd., Toronto, will fly for prospectors, fur traders, trappers, and game of Moosemen, Ont., on Hudson Bay, under a new license for non-scheduled charter service granted by Canadian Air Transport Board.

Aviation Cooperation Commission has granted application of Mercury Flying Service to operate as an airplane charter service for fishermen, sightseers

'It's Never Too Late'

Starting from scratch four years ago at the age of 34, F. V. Lascaris, Dallas, Tex., has built an aircraft service organization that operates three two-engine planes, two single-engine aircraft, and employs 10 mechanics. Now he plans a contract service flying from fuel and overhauls. Lascaris is a retired and building contractor. Lascaris was involved with aviation for flying by his two sons with the result that these three took lessons at the same time.

and training) taking leading companies with the day's material and artificial loads. First application of its kind to come before the commission, it was granted with the provision that the commission later require the company to define more completely its plans, served George C. Smith, company president, a former Marine flyer.

Paget Sound Airways, Seattle, announces scheduled daylight air ferry service across Paget Sound to Everett, Wash., will start about April 1, using two Lockheed Norseman biplanes. Several flights a day will be made between Seattle's Lake Union, near the center of the city, and Everett, which is 14.5 miles distant. Rates will be \$7.95 one way, \$4.95 round trip. Each plane will carry nine persons and 240-lbs. of baggage. The company is headed by Albert Almota.

Alaska Airways, Boston, is making an attempt to convince the public that basket seats are not as bad, if padded. The one-airplane charter line, equipped with a surplus C-47, is offering 4-hour service to passengers between Boston and Miami at a fare of \$50 plan tax. The basket seats have been up-dated with cargo as also being flown.

Aviation Toronto base for charter operators, flying schools and aircraft distribution will be available shortly. Toronto Island Airport the most convenient of the city's airports to the business district, has been returned to the city after wartime use by RCAF and Royal Norwegian Air Force. Main line transportation services will not use the field.

Del-Air Lines Feb 15 began daily passenger service on a 348-mile route linking Dallas, Tyler, Longview, Houston, Tex.

Germany and Norman Germany, Dallas, are backing the com-

pany. They hope to increase service soon from one round-trip daily to two, with a morning and afternoon departure at each terminus. Flight time now is 3 hrs. 45 min. each way.

Maryland Airlines, Inc., now flying two round-trip daily between Washington National Airport, Reston, Md., and Rockbeth, Del., and two round-trip daily between Reston and Baltimore. The company now owns 10 Cessnas, seven of which are being reconverted. Meanwhile, Graniteville, N.C., company president, told a CAA committee in the Atlanta case that he was ready to invest \$200,000 in the company if CAA gave it a certificate for routes requested in Maryland, Delaware and District of Columbia. Thos. B. Beard, former AAA member administrator for airports, is a company director. (Earlier stories on the company appeared in AVIATION NEWS, Feb. 4 and Nov. 5.)

CAA Completes Tests On Surplus AT-11's

CAA has completed type certification tests on the surplus Boeing AT-11 twin-engine advanced trainer, and War Assets Corp. will put out the WACOs for sale. Final price now being determined.

A bomber trainer version of the popular Berthoff C-46, the AT-11 is in such demand by aircraft service operators and non-scheduled airlines that WACOs are being sold in such allocation (AT-11s are made on the basis of need by an interdepartmental committee on which CAA exercises probably the most influence.) That status will be changed and the planes will be available to all comers when the new prices are set.

100 Decker Surplus—A total of 100 AT-11's have been ordered surplus, of which WACOs has received 82, and sold 11.

Purchasers in date, and prices, are Pan American Airways, \$13,381 United Aero Service, Inc., Charlotte, N. C. \$4,350 Harwood Flying Club, Kansas, Mo., \$7,260 Luzzair Service, St. Louis, Mo., two at \$18,000 each. Costa DeLuzon Co., RI Centre, Calif., \$13,000. Skycraft, Inc., Birmingham, Ala., \$1,177. Services Aeronautiques de St. (Brazilian airline), two at \$12,800 each. Vaco, Inc., Vaco Service, Furling, Ohio, \$15,000. Frank W. Campbell, Daytona Beach, Fla., \$11,800.



Right: Charter Operators Organize: Miami aviation leaders are shown after the organization of the Central Air Carriers Association. Left to right are Gus E. Hauer, manager of 3114 St. Airport, Roger D. Edwards, association president, Robert A. H. Cook, association attorney and W. M. Heston, former CAA instructor.

Aviation Specialty Trusts Show Strong Share Appreciation in '45

National Aviation Corp., concentrating in aviation securities, increases 55 percent; Air Investors, Inc., with diversified portfolio, shows gain of 68 percent.

The annual reports of two aviation specialty trusts, National Aviation Corp. and Air Investors, Inc., just released, afford an interesting study of results obtained by following divergent investment philosophies.

National Aviation concentrated in aviation securities during 1945 while Air Investors went to the other extreme. The final results show an appreciation of about 68 percent in the Air Investors portfolio and 55 percent for National Aviation.

SAC Chicago Policy — National

Aviation management a few years ago expressed the belief that other industries might afford greater profit possibilities and accordingly pursued diversification. The result was clearly evident on Dec. 31, 1944, when 33.6 percent of the trust's total assets were invested in non-aviation companies. As of Dec. 31, 1945, however, nonaviation assets were confined to the aeronautical group, cash and government securities.

National Aviation is the much larger of the two trusts, having net assets aggregating \$11,207,388 as of the last year-end. There are 446,473 shares of capital stock presently outstanding. Net assets of increased from \$80.70 per share at December 31, 1944, to \$123.93 a year later and a dividend of \$5.32 per share was paid, bringing the increase up to 58 percent.

Stressed Airline Stocks—This was primarily due to the shift in airline securities. At December 31, 1944, only 32.1 percent of the trust's assets were in such shares. A year later, air transport securities represented 93.5 percent of total assets, airline shares totaled 33.5 percent and cash and government securities 14 percent of the total.

Air Investors, Inc. which started life 18 years ago as an investment trust specializing in aviation enterprises, has strayed a long way from its original course. As of Dec. 31, 1945, only about 25 percent of its total assets were devoted to aviation securities.

Assets Increased—Net assets of Air Investors per common share increased from \$3.93 at Dec. 31, 1944, to \$6.44 a year later, at a net increase of 63 percent. Total resources aggregated \$1,186,045. Capitalization consists of convertible preferred and common stocks. As of Dec. 31, 1945, there were only 5,848 shares of the former outstanding and 288,304 shares of the latter. The preferred pays \$2 per share in an-

Table 1
Air Investors, Inc.
Active Portfolio Only
Dec. 31, 1945

Company	No. of Shares
American Airlines	1,000
American Overseas Airlines	500
Eastern Air Lines	250
Northwest Airlines	800
Pan American Airways Corp.	2,000
Transcontinental & Western Air	1,000
United Air Lines	1,000
Postville Bonds	400

nal dividends and is being purchased for retirement in the open market by the company at every opportunity, but not at a price of \$46 per share.

Table 2 shows the portfolio holdings of National Aviation. In dollar amount its greatest interest among the airlines is represented by the 25,000 shares of United Air Lines common. Next in line is that of Eastern with 33,899 shares and American with 19,000.

Profitwise, among these three holdings, Eastern and American have done much better. The greatest percentage gain in the entire airline list belongs to Eastern. The 4,000 shares of this carrier were purchased by National Aviation at \$11.31-40. At the 1945 year-end, they were worth \$132,500 or an increase of 1,150 percent.

Air Investors Holdings—During 1945, Air Investors liquidated all of its remaining aircraft shares. The shares sold were Douglas, 1,900; Cessna, 500, and Northrop, 3,409. Among the airlines, Northwest was the only company in which purchases were made, 589 shares being added. Net realizations in position among the airlines were as follows: TWA, 569, and Pan American Airways, 9,339 common.

Table 3 shows the current airline holdings of Air Investors. While the trust's selections are not anywhere near as comprehensive as that of National Aviation, they have been far more selective in retaining market profits.

Interestingly enough, the general securities other than airline shares, held by Air Investors show but slight appreciation—but with one exception. The exception is represented by the company's interest in General Investment Management Corp., a specialty, and which has about 10 percent of the trust's assets.



WORLD-FAMOUS

Skymasters

SAN FRANCISCO • LOS ANGELES • SAN DIEGO...

WESTERN AIR LINES now has the first new, postwar Douglas Skymaster transport in service on its strategic San Francisco-Los Angeles-San Diego route.

NEW FASTER SCHEDULES—NO EXTRA FARE

The new Skymaster Douglas heavy twin makes nonstop duty between California's key cities, giving unassisted comfort at no increase in fare.

As the C-54 military transport, the Skymaster piled up millions of passengers and cargo miles... was used as the toughest cradle of all... 24 hour service under wartime operating conditions.

With 4 Skymasters already in service, orders have been placed for a total of 28, representing an investment of approximately \$11,000,000. Carrying from 44 to 56 passengers each, these new, faster, more luxurious Skymasters will guarantee the skyride of the West unexcelled air transportation.

General traffic offices: 570 W. 5th Street, Los Angeles 14

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WESTERN AIR LINES
AMERICA'S PIONEER AIRLINE

Industry Proving Poor Market For War Surplus Aircraft Plants

Pace of disposal is increasing but sales are mostly to non-aeronautical producers, bearing out earlier predictions; only five of 49 deals involve aviation firms.

While there has been a noticeable increase in the pace of the disposal of surplus aircraft, engine and parts plants, the trend is bearing out predictions that the industry itself is a poor market.

Latest figures available—those of Feb. 1—list 49 plants sold or in process of sale of which only five have been acquired by manufacturers of aeronautical products. Four of these were bought by the war-time operators. Of the 16 plants leased, five have been occupied by aviation manufacturers, all the war-time operators.

Postwar Lag—Although five plants have been bought and occupied since Dec. 15—while only 11 were thus disposed of in the preceding three months—most of these were taken over by members of the industry. Only one of 16 plants sold, but not occupied, since Dec. 15 was acquired by an aircraft manufacturer. United Aircraft Products, Inc., Dayton, Ohio, which bought the facility formerly occupied by the Chandler-Knox Corp.

"Commercialized" sales (plants bought and occupied) still constitute only a small part of the disposal of the aircraft facilities built by the

Government during the war. While several multi-million dollar engine and parts establishments had been disposed of by Dec. 15, since then the five plants sold and occupied accounted in original cost value approximately \$4,900,000. The average sales price at still running stood 75 percent of original cost for buildings alone. Few of the sales include tools.

Occupancy Delayed—The 19 sales consummated as of Feb. 1 are not a true index of the plant disposal program as occupancy of most of the 49 plants that have been sold has been delayed by the length of time it requires to clear the subleased or termination inventories and tools, and install the new owner's equipment. This is particularly true of the large plants. It is notable that the few large facilities that have been occupied are chiefly those that were acquired by their war-time operators and needed slight reversion.

So far, there has been no discernible pattern in the lease arrangements between the War Assets Corp. and industry. Of the five leases agreed by aviation firms, three have been for five years, and the others

SEC Sales Reports

Three aircraft manufacturing companies were among 60 corporations which reported sales aggregating approximately \$1,000,000,000 during the fourth quarter of 1945, according to data made public by the Securities and Exchange Commission. They were:

• Curtiss-Wright Corp.—Sales aggregated \$135,362,000 for the quarter, including \$35,495,000 of sales pursuant to war contracts. Unfilled war orders on the company's books at the end of 1945 amounted to \$55,511,000, compared with \$98,450,000 on Oct. 1.

• Wright Aeronautical Corp.—Sales aggregated \$208,207,000, of which war orders accounted for only \$25,484,000. Unfilled war orders on the company's books dropped from \$94,551,000 on Oct. 1 to \$19,552,000 on Dec. 31, the company reported.

• United Aircraft Corp.—Sales aggregated \$73,235,000. Sales pursuant to war contracts amounted to \$65,594,000. The company estimated its unfilled war orders at the end of the year at \$97,000,000, compared with its estimated \$142,854,000 on Oct. 1, 1945.

for one year each. Terms vary widely.

• Bendix Agreement Significant—Of possible significance, in view of the amount of research necessary in the aircraft industry, is a lease not concluded with WAC by Bendix Aviation Corp. for a magnesium foundry at Teterboro, N. J. Recognizing that the company will be operating the plant on an experimental basis and "because of the desirability of encouraging the production of magnesium," WAC stated, the annual rental is set at 2 percent of net sales.

This lease is one that has been repeatedly advanced by the industry and this is believed to be the first outgrowth of its acceptance by the Government. Bendix, however, must pay a minimum rental of \$27-120 a year.

Lease Is Renewable—The lease is for one year only but provides that during the first nine months Bendix may renew for another year, with the rental to be 3 percent of net sales or a guaranteed minimum of \$48,639. An option to buy is included. Including equipment, the plant cost the government \$1,420,158. Bendix will use it for production of magnesium castings and employ about 870 persons.



MADE IN U.S.A. BY WARREN McARTHUR SEAT CO.

COMFORT, COMPOSURE, CLEANLINESS AND CONVENIENCE, WITH THAT CHARM WHICH COLOR ADDS . . . ALL PAY LOAD FACTORS, ESSENTIAL TO AIR TRANSPORT REVENUE, COMBINED IN WARREN McARTHUR SEATS

WARREN McARTHUR CORPORATION
ONE PARK AVENUE NEW YORK CITY



QUADRUPLED BOMBER:

Experimenting with a new-type landing gear for possible use as jet planes, the first attempt of which did not provide sufficient space to house orthodox landing gear, the Air Technical Service Command at Wright Field has allocated this distinctive under-carriage as a B-24 bomber. The large wheels absorb shock of landing and retract into the fuselage. The result wheels can be retracted into their wings, yet keep the aircraft on even keel when taking

Beech Official Services

Lack of Flying Jobs

Army and Navy air force veterans are one of the chief problems of aircraft company personnel directors because there are no plans for the former pilots to fly or for the ex-mechanics to service, Warren Blitzer, personnel director for Beech Aircraft Corp. told the Kansas Engineering Society recently.

Blitzer said he has been recommending to all ex-pilots and mechanics that they take advantage of the GI Bill of Rights educational provisions and study engineering. He said there is a drastic shortage of engineers.

Blitzer Draws Interest—Blitzer also told the engineers that the Puller (Dynamometer) house which Beech has contracted to build has caused interest among United States government officials and "several foreign officials." He said the aluminum, prefabricated houses can be built on airplane assembly lines without additional manufacturing equipment.

Piper Backlog

Commercial backlog of The Piper Aircraft Corp. now at set at \$,360 airplanes with a total value of \$15,000,000.

William T. Piper, Sr., president of the company, said that with cash deposits supporting these orders a



SURVEY U. S. TRANSPORTS

Now touring the United States is a Netherlands woman which will be influential in approving for Dutch licensing the transports of American manufacturers. Recently the woman has been visiting West Coast factories and in this photograph members are shown conferring with Lockheed Aircraft Co. of Burbank, Calif. Standing, left to right, are M. B. Dickerson, Lockheed flight test engineer, A. H. H. van der Meulen, Netherlands National Aeronautical Laboratory and advisor to KLM, J. van Tonge, Lockheed chief pilot, Dr. M. J. van der Meer, Netherlands Minister of Education and overseas pilot; Rudy Thores, Lockheed chief flight test engineer, John Smith, KLM pilot; G. N. Fabrigar, Lockheed sales engineer, and Steve Beale, Lockheed sales engineer. Standing, left to right, are R. G. Adams, Lockheed domestic sales manager, M. Berling, Chief of Parker Aircraft Co., and J. van der Heyden, Netherlands Inspector of Aeronautical Research and advisor to KLM.

World Production Compared

A complete evaluation of the accomplishment of the aircraft industry in stepping up its production for war is made possible by the disclosure of Soviet Russia's wartime aircraft output.

Eugene R. Wilson, chairman of the Aeronautics Industries Association, pointed out it now is an established

1943	1942	1941	Total
Russia	33,671	26,268	59,939
Great Britain	15,000	25,800	40,800
Germany	9,338	16,338	25,676
United States	47,773	55,940	103,713

* Marshal Stalin said that Russian production averaged "about 60,000 planes per year" in the past three years.

Production Changing—Wilson pointed out that the picture presented in the above data had been changed since V-J Day. He noted that the planes produced during the war "are now obsolete and re-

placed by new types, the fact that American industry, working from scratch, produced more planes than the next two largest production nations combined. Our output was virtually double that of our nearest competitor.

Comparisons—These are given, for the first time, comparative data on plane output for war years.

total security now rests on the new types developed in recent months." He mentioned, too, that American production of such new types has fallen sharply below that of Britain.

Constellation Powerplants

Use Direct Fuel Injection

First civilian use of the Stromberg direct fuel injection system is on the Wright engines which power the Lockheed Constellation.

This fuel system dispenses with the carburetor in the ordinary sense and substitutes small multi-cylinder gasoline pumps which force gasoline under pressure directly into each engine cylinder, exactly in proportion to the needs of the engine.

Glenn Limited—Smoother operation, greater power and fuel economy are among the advantages ascribed to direct fuel injection. The operation of the system is fully automatic in changing the amount of fuel to suit requirements for different engine loads and for variations in air temperature and varying altitudes.

Pacific Automotive Buys

Timm-Larson Aircraft

Union Carbide Co. of California extended its position in western aviation and maintenance fields when its subsidiary, Pacific Automotive Corp. purchased the Timm-Larson Aircraft, Chandler Field, Fresno.

The purchase covered all of Timm-Larson's service and parts sales facilities and aviation supply and repair business. Jack Hawker, formerly with Timm-Larson, will manage the new PAC branch. Pacific Automotive may announce soon a major expansion of its facilities at Oakland, Calif., airport.

ANNOUNCING a new distribution policy for



EDO AIRCRAFT is now offering five standard models of Japanese floats. All five models are to be manufactured exclusively through aircraft distributors and their dealers. While most of these distributors have already been named, additional appointments are still being made by Edo to provide complete coverage in every section.

Dealers, get in touch with your aircraft distributor now to become an Edo representative

THE STANDARD FLOAT MODELS, WITH THE PLANES FOR WHICH THEY ARE SPECIFICALLY DESIGNED, ARE AS FOLLOWS:

Model 1210	Model 1410	Model 1910
Aeromax Champion	Locust EDO	Everglade 21
Aeromax Chief	Crook 110	
Esquima 41M		
Esquima 41M	Model 2000	
Esquima 41M	Piper Super Cub	
Esquima 41M	Model 2421	
Esquima 41M	Stinson Voyager EDO	

Delivery on Model 1210 floats to new buyers only. Delivery on the other standard models will be in 1944. Complete plans have been made and you can place orders today. Note: exact date of delivery will be determined by date of receipt of your order. Prompt delivery means earlier deliveries.

EDO AIRCRAFT CORPORATION

Master Float Makers

314 SECOND AVENUE COLLEGE POINT, LONG ISLAND N.Y.

Rolls-Royce Builds New Griffon Series

Rolls-Royce has developed a new series of Griffon aircraft engines with increased efficiency due to the introduction of a three-speed supercharger which enables the engines to maintain an output of more than 2,000 hp. at an altitude of 40,000 ft.

The first of the new series, the Mark 154, has a reduction gear for a single propeller with a ratio of 0.45. Marks 151 and onwards have reduction gears for contra-rotating propellers with a reduction gear ratio of 0.44. Both series use a new system of fuel injection controlled by the company.

Advantages—A two-speed supercharger enables the power of the engine to be increased still further at a greater altitude while the three-speed gear not only enables the power all the way up, but also assists the pilot to obtain maximum performance throughout the full altitude range of the aircraft.

With the three-speed engine, the power output at 10,000 ft. is maintained at 2,000 ft. (reduced to 1,250 ft. with the two-speed gear). In the medium gear of the three-speed engine, the rated altitude is 14,500 ft., and in the top gear it is 21,500 ft.

WAC Agency Agreement Signed by 555 Dealers

Waco Aircraft Corp. has signed agency agreements covering the disposal of surplus machine tools and production equipment with approximately 555 dealers, and approximately 222 other applications from 550 dealers are pending.

Dealers approved as of Jan. 31 included 38 states and the District of Columbia. The WAC agency, under the plan, are paid commissions equal to 12% percent of government disposal prices.

First Wasp Refinished, Returned to Philadelphia

Wasp No. 1, first of the Waco radial aircraft engines, is back on exhibit at Franklin Institute in Philadelphia after being completely refinished externally and protected against future wear and corrosion.

The historically important engine, which had been exhibited at the Institute by its manufacturers,

D Pratt & Whitney, was taken back to the plant at East Hartford, Connecticut, stripped of paint and then refinished. It still is the same engine that started the Wasp line except for a few nuts, washers and gaskets, and one new rocker clip bolt wire.

Bored in "Finskin"—For protection against corrosion, the engine has been sealed completely in moisture-proof Goodfellow Plastite. To guard against any moisture that might have been left within the Plastite envelope before the sealing was completed, the engine is equipped with bags of Prochem-Sorb, the latest gel dehydrating substance developed by the Davison Chemical Corp. A Davison literature publication is included to give immediate warning of any possible future change in humidity that might endanger the engine.

Agreement Reached On Research Bill

Final agreement among committee members has been obtained on the national research legislation bill which has been under study by the Senate Military Affairs and Commerce Committees for some months, and the latest draft was to have been reintroduced late last week.

Originally prepared by Sen. Harley M. Kilgore (D., W. Va.), Claude Pepper (D., Fla.) and Edwin Johnson (D., Ohio), and later cosponsored with a bill introduced by Sen. Warren Magnuson (D., Wash.), the measure recently has borne the number S. 1150. In the form of a new bill, it will get a new member and be sponsored by Kilgore, Pepper, Johnson, Magnuson, and Sen. William J. Fulbright (D., Ark.), and Leverett Saltonstall (R., Mass.).

Message Should Be Short—Although it will be necessary to hold hearings on the new bill, those will be a more formality and a favorable report to the Senate is expected to follow in short order. The new measure makes no radical changes in the bill as it has previously been reported. The present provisions remain essentially as detailed in AVIATION NEWS last Feb. 4.

Engine Parts For Sale

A quantity of eight-cylinder Lycoming industrial engines, copiers, mufflers and centrifugal pumps are for sale by the Waco Aircraft Corp.'s Oklahoma City regional office. The property is located at the Tulsa modification center.

Six Export Engines Announced by D-H

British announcement that six models of the de Havilland Gipsy engine will be available for export may be expected in some of the British aircraft engine builders to a hasty study of protective tariffs.

De Havilland will offer two four-cylinder Gipsy models of 415 cc in displacement, a Model 31 direct drive and supercharged version, weighing 348 lb. dry and delivering 188 hp. at 2,580 rpm and a Model 31 direct drive supercharged, weighing 410 lb. dry and giving 191 hp. at 2,500 rpm.

Three six-cylinder Gipsy models are listed as Model 31, weighing 510 lb. dry and delivering 324 hp. at 2,500 rpm; Model 51, weighing 593 lb., supercharged and delivering 385 hp. at 2,500 rpm; and Model 71, weighing 643 lb. supercharged and geared, delivering 320 hp. at 2,800 rpm.

De Havilland has not announced prices for the engines. Although the power range offered by the engine will be attractive to American buyers still unable to obtain any great variety in this country, American manufacturers have engineering projects for a greater variety of engines than they saw are offering.

Marcher Says Redesign Can Slash Plane Costs

Simplicity of design can reduce the cost of producing aircraft to 18 percent of present cost, Alfred Marcher, president of Republic Aviation told the Institute of Aeronautical Sciences recently in Buffalo.

Mr. Marcher said Republic's S-44 would have sold for \$12,500 in 1939.

Clean Auto Production—"We should take a page from the experience of the automobile people," he suggested. "Twenty years ago a generation cost \$120. Today an equivalent generation costs \$12 and with high labor rates. This dramatic reduction indicates that the way to lower cost is not to shoot the newness to work for less, but to simplify design."

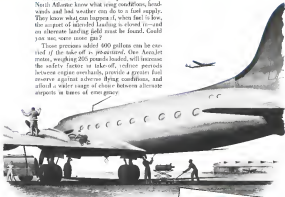
In reducing the number of parts in the S-44's stabilizer, Mr. Marcher explained, the number of pieces was lowered from 114 to 21, the weight from 150 to 110 lbs. and the number of rivets from 4,837 to 252. The tail came down from 357 to 44 parts and the empty weight to 1,775 lb. including a 312-hp. engine, instruments and accessories.

SAY you are operating a lean-on-the-airline between New York and London. And say that suddenly you are permitted to carry 400 extra pounds of gasoline on top of your maximum load. Would that be a welcome stowaway on every flight?

Welcome stowaway on every flight

We think it would. Because pilots who fly the North Atlantic know what icing conditions, headwinds and bad weather can do to a fuel supply. They know what can happen if, when fuel is low, the airport of intended landing is closed in—and an alternate landing field must be found. Could you use some more gas?

Those precious added 400 gallons can be stored if the take-off is pre-arranged. One Aerojet motor, weighing 205 pounds loaded, will increase the safety factor at take-off, reduce periods between engine overhauls, provide a greater fuel reserve against adverse flying conditions, and afford a wider range of choice between alternate airports in times of emergency.



Airline operators and regulatory authorities are giving the advantages of Aerojet assistance their thoughtful consideration.



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Aerojet

AEROJET ENGINEERING CORPORATION • AFFILIATE OF THE GENERAL TIRE & RUBBER CO.

PERSONNEL

Belg. Gen. Vincent Mcloy Joins United Aircraft

Brig. Gen. Vincent J. Mcloy (photo) has been named assistant to the president of United Aircraft Corp. A veteran of 30 years with the AAF, Gen. Mcloy organized and commanded the North African wing of the Air Transport Command's 1st Air Command in Italy. He was the Air Corps school at Tuscan Field, Madison, Wis.

Col. O. W. Cople, formerly a pilot with TWA, has returned from the AAF Troop Carrier Command and the AAF to return Douglas Aircraft Co. Col. Cople will be responsible for the delivery of Douglas aircraft to all foreign purchasers, under Gen. **Vedley B. Burdette**, who is in charge of export sales.

Gilbert B. Smith (photo) has been named manager of the Industrial Aid Division of Trans-World Airlines, Inc. of New York. This division is being formed to operate a fleet of executive airliners to provide service to the aviation industry on a contract basis. Smith was formerly with the Civil Aeronautics Administration as a field inspector.

Ed. Carl Richard G. Kimmel, who served as the public relations section of the Army Air Forces throughout the war, has returned to Theodore H. Bell & Co., public relations consultant, Chicago.

Ben B. Woff (photo) has been named chief blade design engineer of Cessna-Wright Corp. Woff joined the corporation after being chief engineer of the American Propeller Corp. for three years. Before that he was project engineer of the engineering division of Aviation Corp.

H. S. Belandier, Jr., has been appointed by Delta Air Lines to handle its properties and state relations. He was formerly vice-president and general manager of Chicago & Southern Air Lines.

Andrew L. Young of British Overseas Airways Corp. has been appointed secretary of the Traffic Committee of the International Air Transport Association at Montreal.

Larry Cooper, former manager of Consolidated Value Aircraft Corp. divisions at Kansas City, Mo., and New Orleans, has been appointed general sales manager of Cessna-Wright's Stinson division at Warren, Mich. He is a graduate of the University of Wisconsin.

Group Captain C. J. Campbell, formerly director of communications research, Department of Communications, Ottawa, has been appointed assistant superintendent of communications and electronic development of Trans-Canada Airlines.

E. L. Canale John W. Burke, Jr., Washington attorney formerly retained by the Navy, has joined the legal staff of PCA as assistant to vice-president **R. J. Wilson**.

Baron K. Ward (left), who served as the planning staff for the airborne invasion of Europe, has been named general manager of all TACA Airways operations in the U. S. and Caribbean region. He spent 20 years with United Airlines.

Josephine Frances Wright (right), of the Delta Jetters, has been elected executive vice-president of American Road, an associated company of TACA Airways of Latin America.

John E. Caraschak has replaced Edward S. Walker as western regional manager of American Airlines. Walker has been transferred to the per-

sonnel department in New York. Caraschak formerly was personnel director of De Soto Motor Corp.

Robert Air Lines has announced that **Conrad John P. Smith, Jr. (left)**, has retained as district sales manager with headquarters in Jacksonville.



Fla., replacing **H. Wayne Davis** (right), who recently was transferred to Tampa to handle KLM's western Florida operations. Davis has replaced **W. A. Burke**.

Don T. Campbell has been appointed Washington general representative of American Airlines, Inc., with headquarters at National Airport. Campbell has been American's sales representative in Washington for five years.

Major Robert Hughes has been released by the Army and has returned to the Civil Aeronautics Administration as senior aeronautical engineer on the West Coast. Before the war he had been an aviator with the CAA for 13½ years and was stationed at Salt Lake City, Utah.

TELLING THE WORLD

• An encyclopedia of travel information ranging from the location of good fishing spots to the names of world hotels will be published by Travel Airways for its travel agents. It will be called "Traveling" and will contain related travel notes on each city served by Travel Airways.

• The American Airways has a documentary film for 18 mm Kodachrome sound film on "Captains at War." The script has not yet been developed describing the film and the story in title of the company's world wide war service.

• The Aviation Institute of Professional Sales Training, Chicago, has issued a new brochure, "Forging Ahead in Aviation Selling" which is available to all interested in the field to obtain a limited training program.

• An illustrated color booklet, "Aircraft Lubrication" has been released from the aviation department of Society of Automotive Engineers, Inc., in which a difficult technical subject is handled in a way to make it easily comprehended by pilots of light aircraft as well as by skilled aviators. It is a 96-page manual and includes a glossary of zero terms.

PRIVATE FLYING

Analysis of Airport Fires Shows Need For Concerted Safety Drive

National Fire Protection Association's annual report lists causes and contributing factors of 1945's record loss; lack of firefighting and carelessness lead.

By ALEXANDER MCKIBBLY

Urgent need for a concerted campaign by airport managers and pilots for elimination of fire hazards, and of operating practices which invite fires, is emphasized by the recent report of the National Fire Protection Association that airport fires in 1945 cost an estimated \$7,000,000. This was an all-time high in airport fire losses for a single year, and was approximately 40 times the 1944 loss.

The four largest fires occurred at military airports, but the worst—the \$3,000,000 fire at the Naval Air Station near Richmond, Va.—destroyed 153 private airplanes which had been flown there at the invitation of the station command for protection against a hurricane. (APRIL 20 NEWS, Sept. 24, 1945).

• Other Large Losses—Twenty-eight private planes were lost in a \$60,000 hangar fire at Wichita, Kan., Municipal Airport. Other losses affecting private planes included:

• Fire at private airport and flying school near White Wells, Wash. Feb. 3, loss \$125,000.

• Hangar fire near Atlanta, Ga., July 21, loss \$55,000.

• Private hangar near Kendall, Fla., Dec. 13, loss 30,000.

• Private hangar near Baker, Okla., Jan. 8, 1945, loss \$25,000.

The Richmond Naval Station fire resulted, the Association reports, from what might be termed "an act of God." The Navy hangar collapsed under high wind stresses, and crashed fuel tanks of some of the planes, releasing inflammable vapors which ignited. Flammable lumber used in the hangar did not burn.

• Short Circuit Blamed at Wichita—The Wichita fire was attributed to a short circuit in the battery cables of a fabric-covered private plane stored on the tarmac in a corner of the hangar. Such a short circuit

is regarded as a very common cause of fires in aircraft hangars, particularly during aircraft maintenance operations such as testing parts of the electrical system. Even the crossing of a live electrical wire with a screw driver in contact with a fuel oxygen or hydraulic line is a potential fire source.

Analysis by the National Fire Protection Association of causes of contributing factors of the above-listed fires shows:

• The much dependence on distant public fire departments.

• Absence of satisfactory water supply and mobile fire equipment at fields outside municipal jurisdiction.

• Lack of engineered fire protection, such as drainage type automatic sprinkler or alarm system.

• Inferior construction of hangars.

• Failure to divide hangars to limit area subject to one fire, or, in contrast, to build a series of small hangars instead of one large open structure.

• Tendency to conduct maintenance

Speedy Swift Flight

An 80-hp. Globe Swift two-place personal plane flew approximately 1,200 miles from the Globe plant at Ft. Worth, Tex., to the Continental Motor Corp. plant at Muskegon, Mich., in 8 hrs. 10 min. flying time last week, the plane's manufacturer reported.

The 20-hp. low-wing plane which has remarkable loading gear and a cruising speed quoted at 185 mph, was piloted by Lucile Yorkin, of Continental. He stopped for fueling at Colburnville, Kan., and Burlington, Iowa, enroute.

With a ground speed of nearly 190 mph it shows the Swift had a helping tailwind.

operations in the same area where aircraft are stored regardless of fire losses.

• Presence of large quantities of fuel and other inflammable liquids.

• Crowding of planes with overlapping wings, making it impossible to remove them quickly.

The analysis pointed out that the commercial airport and excellent flying and ground safety records and that the major fires of 1945 were limited to military bases and private operations.

• Fires at Military Bases—Other large military base fires cited included:

• A fire at Wright Field, Dayton, Ohio, at a modification hangar, resulting in approximately \$4,000,000 loss, involving a plane which crashed outside the hangar door on takeoff, and eight other planes.

• A \$1,000,000 fire at an AAF hangar.



SET FOR LONG TRIP:

One of the first long-range delivery flights of a personal aircraft is scheduled soon, when James Mallock, well-known British flyer, will ferry this new Percival Proctor V from Great Britain to a customer in Brazil. The four-place low-wing plane powered by a 135-hp. Cyprip Quatre 21 engine, has a normal wing span capacity of 40 gals. with an optional additional 20 gals. in tanks in the center section. To this will be added a 55-gal. tank beside the pilot, and a 45-gal. belly tank, to be jettisoned after it is engaged.

air near Sioux City, Iowa, started by accidental dropping of a gasoline tank during descent, which destroyed the plane, damaged several others, and wrecked equipment and the hangar.

► A \$3,000,000 fire at Langhale Field, Del Rio, Texas, which destroyed five hangars and damaged other aircraft, and the hangar.

► A \$800,000 fire in an RCAF hangar near Sydney, Nova Scotia, which began with an explosion, killed four men, injured 13 others and destroyed the wood-on-metal truss hangar.

Insurance Official Scores Placarding

Rowland charges listing of performance limitations is tendency to mislead flying.

A new placard on the instrument panel of certain airplanes, put there under Civil Air Regulation Part 93 at the request of the aircraft industry and as a service to the pilot, is the object of criticism by John S. Rowland, Keweenaw, Wis., chairman of the aviation committee of the National Association of Insurance Agents, who calls for its elimination.

In a letter to other aviation insurance groups, Rowland declares the placard, which gives speed limitations for aerobically fitted and kate permissible maneuvers for that particular plane, tempts the pilot to ignore safe flying habits. He reported that the placard was discussed at a recent aviation distributors' meeting and was strongly opposed.

► **Supported by AIA East** — The placarding of maximum permissible speeds for aerobically fit pilots has his support at the American Insurance Association's Committee of the Aircraft Industries Association, an Association spokesman replied last week.

► **ICFT Experience Cited** — From training experience in the government-financed Civil Pilot Training Program it was concluded that it was wise to provide pilots with this data as a guide if they should attempt aerobically. It was found that prohibition of aerobically did not stop the pilots from attempting them, and it was believed wiser to give the pilots all the necessary information than to withhold such data.

The recently adopted CAR Part 93 calls for three types of placards, depending on the type of plane.

► The second category, in which many personal planes will fall, includes non-aerobically, non-scheduled

CAB Safety Recommendations

Consolidating with the report of the National Fire Protection Association is an analysis of civil aviation accidents recently issued by the Civil Aeronautics Board into a bulletin, "Accidents and Incidents at Airports during the calendar years 1940-1964 inclusive, 6734 per cent were caused entirely by human factors.

The summary shows that of 561 aircraft damaged 69 per cent were burned beyond repair, and 73 hangars damaged together with an undetermined amount of equipment were lost.

► **CAAB Is Concerned** — The two reports do not show an exact basis for comparison, since the CAB report deals with civil aviation, and the NFPA study includes all aviation.

Most important thing about the two reports however is the close parallel between the CAB study bulletin's recommendations for airport hangar fire prevention, and the causes for hangar fires as reported by the National Fire Protection Association.

► **Recommendations Listed** — Recommendations of the CAB Safety Bureau are reproduced here in full for the benefit of airport operators and managers who may use them as a guide to check their own operations and reduce their own fire hazards.

► **Eliminate handling of general maintenance and repair work** which

involves hanging and dipping only in a separate shop or an enclosed, well-ventilated workshop not used for that purpose.

► **Eliminate use of electric heaters, heat lamps and the like to speed drying of newly-dipped fabric.**

► **Eliminate working only after all safety measures are taken and standing by with adequate fire extinguishers, and with suitable ladders.**

► **Discontinue use of extension ladders for inspecting interior of wings and fuselage instead use flightable ladders.**

► **Install all wiring in hangars and shops permanently on conduit or BX, and use enclosed switches.**

► **Remove all electric outlets (and plugs) from hangars to prevent unauthorized use of unsafe electric appliances.**

► **Discontinue practice of using combustible solvents for spot cleaning engines and parts.**

► **Use a separate, well-ventilated hangar exclusively for inflammable vapors.**

► **Remove all open flame type of heating appliances from hangars and shops.**

► **Strictly prohibit smoking in hangars and shops.**

► **Insure the entire operation at regular, frequent intervals to detect and eliminate any condition which might become a fire hazard.**

major use of the personal plane is expected to be for non-aerobically fit pilots and family flights.

Nevertheless, it is estimated that as a protection to themselves and to other pilots in the air with them, the pilots of the Aerobically class airplanes should have before them the placard limitations of their planes to place them in making their maneuvers properly.

400 Due at Conference

About 400 persons are expected to attend a "1st-year-har-dover" seminar of private flying, airport operators and others interested in general flying, to be held at Ft. Worth, Feb. 25-27, under sponsorship of Fourth Region CAA and the National Aviation Trades Association.

In preparation, L. C. Elliott, Fourth Region Administrator, has mailed out questionnaires to 2100 private flying enthusiasts in the region to obtain a cross-section of conditions and constructive ideas for discussion at the meeting.

Geodetic Construction Applied To New Experimental Lightplane

Salt Lake City man's one-place craft, bulk of spruce, is reported to have top speed of 150 mph. and landing speed of 30-35 mph. with flaps; larger models projected.

Geodetic construction—the "barn-keeper" structure used by British aircraft manufacturers in the Wellington bomber—is being used in a new American experimental lightplane, the Thalmann Special, which it is claimed has shown remarkably fast performance coupled with very low landing speeds.

Harry Thalmann, Salt Lake City business man with a background of flying, is so enthusiastic about the performance of his little one-place craft that he is projecting plans for production of two-place and four-place personal planes of the same type.

► **Looks Like Racing Plane** — The plane, which resembles some pre-war racing planes except for its rather large wingspan (40 ft.), has a cleaned up speed of 150 mph. at 7,000 ft. Yet Thalmann reports it will land at 28-35 mph with flaps and 42-45 mph without flaps on a 4,000-ft. altitude field and cruise at 118 mph with its 55-hp Veece M-6 engine.

The craftswoman is NACA aerial 22803, tapered from 76-in. chord at the wingroot to 18 in. at the tip, with a 16-1 aspect ratio.

► **Weights Only 850 Lbs.** — The spruce backbone, bearing gives the craft an empty weight of only 850 lbs., yet the wing and design are said to allow excellent performance carrying two persons. Most of the plane's 340 flight hours have been with only one person aloft, however. It is intended for use with engines up to 125 hp without major change.

The plane is the second geodetic aircraft built by Thalmann. His first was powered with an engine of his own design, a double-row aluminum radial type, which had no matter used, weighed 245 lbs. and, according to Thalmann, developed more than 25-hp.

► **Revision Planned** — Hal Engen, Salt Lake City aeronautical engineer, has been assigned to do the engineering in the new two-place geodetic plane which will use a 160-hp Continental engine, a larger and wider fuselage and slightly less wingspan. The revised design calls for retractable tricycle landing

gear instead of the fixed conventional gear of the Special.

The two-place model also will have an unusual plank-like cockpit enclosure extending from the nose newly halfway back on the fuselage. Its elevators will be mounted at the top of the vertical stabilizer, to give more efficient operation and



Geodetic Plane — Appliances of the geodetic principle of construction is the Thalmann Special has resulted in a plane with an empty weight of only 850 lbs. Harry Thalmann, above the plane, plans to build a two-place and a four-place model. Interior of cockpit shows details.



less drag. The two-place plane will be produced by Thalmann in cooperation with Ogden Flying Service, operator of the Ogden airport. The reference is compared — The projected four-place design will use the same wing and a 120-hp, airplane. It is expected to cruise at 125 mph. fully loaded while it returns a low landing speed (approximately 40 mph) with flaps.

Veteran aviator of the Utah region who has flown with Thalmann in cross-country flights claims the Special will outdistance a Cessna 441, one of the latest personal airplanes in level flight, and yet will land at a speed matched only by Piper Cub trainers in the Utah skies.

Pennsylvania Pushes Airport Development

Anticipating some 20,000 civil aircraft in Pennsylvania within the next 10 years, Pennsylvania aviation authorities are preparing a program calling for construction and improvement of 343 airports at an expenditure of more than \$36,000,000 to give the state a total of 328 fields.

Plans are being formulated by

194 Fields in Pa.

Daniel O. Johnson, Pennsylvania Aeronautics Commission airport engineer, reports there now are 194 licensed airports in the state.

They include private, 48; municipal, 2; class 3-R, 25; class 1, 78; class II, 12; class III, 4; class IV, 3; seaplane bases, 13.

The Pennsylvania Aeronautics Commission and Aeronautics Director William M. Anderson "to get the program under way," Gov. Edward M. Scriven administration has allocated the State Department of Commerce \$2,720,000 to aid municipal subdivisions in local projects.

Regulations Rejected.—Aeronautics Commission regulations and the state's airport zoning act have been revamped to keep regulations up to date. Further, the newly-formed Pennsylvania Pilot Association has taken over a program of air markets, give each municipality of over 5,000 population adequate air identification.

Heart of the state program is a plan to place an airport within five miles of every Pennsylvania municipality with a population of over 5,000.

148 Fields Called For.—This calls for construction of 148 new airports, including 11 Class I ports, 31 Class II fields, five Class III fields and one Class IV air terminal.

Engineering of these projects recommended by state aviation officials is estimated at \$811,125 and construction cost at \$22,774,148.

Improvements and extensions to 43 existing airports would require about \$475,000 for engineering and \$11,687,388 for construction. That combined with 46 fields on which no new work is planned, Pennsylvania will have 359 airports at the completion of the program.

Would Split CAA.—Anderson and other officials propose that the state and municipalities share on a 50-50 basis the complete cost of the program or that portion not paid by federal grants.

Critics and counties may further break down the cost only proportionately.

Could Study Urged.—Because of uncertainty still existing on airport costs and the federal program, the Aeronautics Commission is urging complete studies by municipalities of airport needs, and development of plans with the aid of the appropriate state funds while appropriate construction steps with caution.



BENDIX NAMES FIVE DISTRIBUTORS

Appointment of five aircraft organizations as distributors for Bendix aviation radio equipment has been announced. Albert George Myrick (left), Bendix radio equipment sales manager, concludes agreement with W. L. Jack Nelson, president of Service Aviation Corp., Washington, D. C., which will represent Bendix radio in the District of Columbia, Virginia, West Virginia, Kentucky, Southern Ohio and two Maryland counties. Other new Bendix distributors are Atlanta Aviation Service, Wilmington, Del.; Baker-Sherer Aircraft Corp., Detroit; Delta Aero Service, Dallas, Tex.; and Graham Aviation Co., Pittsburgh, Pa. They will handle both the flight/radio line for lightplanes, and airline-type radios for larger executive planes.

Cutting Red Tape

Fred Lester, CAA assistant administrator in charge of safety regulation has the assignment of eliminating the last direct personal contact between the private pilot and the government agency.

Currently the would-be flyer must make only one contact with a government employee when he is buying an airplane, learning to fly, getting his pilot's certificate and operating his plane. That is when he gets his student permit. He takes his physical examination from any licensed physician, and his health examination from a flight examiner designated by CAA.

Members of the CAA New-embled Flying Advisory Committee recently requested that this last contact also be eliminated as unnecessary red tape.

Dealer Incorporates

Caroline Air Park, Inc., of Concord, N. C., has been chartered with authorized capital stock of \$500,000 to sell airplanes, parts and equipment. The premises include H. L. Troutman, Holly L. Troutman and W. S. Zepke, all of Concord.

Opponents of Airports Assailed By Geisse

Property owners who object to airports located near them are placing the same obstacles in the path of personal flying that were placed in the path of roadways and automobiles, John R. Geisse, CAA personal flying coordinator, told the Baltimore section of the Society of Automotive Engineers at a recent meeting.

"We do not permit this in the case of other means of transportation. We provide the right of condemnation even though, in the case of roadways and airplanes, they are privately owned. Why should this not be done for our newest means of transportation?" he asked.

Answers Complaints.—Geisse cited three main objections offered by property owners, which he said were founded on false premises. Unlawfulness of the airport is the fault of the operator, for a case should be made that the airport is a park. The noise objection can be overcome largely by operating rules, and selection of quiet airplanes as equipment. The heated objection, he asserted, is imaginative. Actual hazard to nearby property or persons is negligible when sites are properly selected and operations properly controlled.

Giltman Named Chairman Of W. Va. Aero Board

David M. Giltman, Charleston, W. Va., has been elected chairman of the West Virginia State Board of Aeronautics, succeeding Road Commissioner Ernest L. Ruffin, ex-officio member who is retiring.

Other board members are E. L. Worthington, who succeeds Bailey as road commissioner, and M. W. Stull, of Wheeling. Giltman has been a member of the board for 14 years in connection with the board changes. E. N. Blackwood, former airport engineer with the Navy, has been named to aid small communities in development of fields.

Prince Solos in 3½ Hrs.

First student pilot to qualify for the British "A" license, after flying of the box on dual flying was Prince Bismarck of Siam, a pupil at Marshall's Flying School, Cambridge. The prince soloed after only 35 hrs. 30 min. of personal flight dual instruction, an accomplishment attributed to his glider flying.

Briefing For Private Flying

Operating mechanisms of the new low-priced variable pitch two-blade propeller for light planes that Continental Engine Corp., Hagerston, Md., is marketing, are described in a specially designed brochure. The prop is changed by the pilot's actuating the hydraulic expansion and contraction of two small doughnut-shaped rubber tubes housed in the propeller hub which in turn alter the "set" of the propeller blades.

BRITISH FLYING RATES.—The Flying Club of Luton Airport, Bedfordshire, England, has announced a policy of making an extra charge for dual flight every afternoon, on the theory that the extra charge for instruction would cause pilots with limited experience to neglect necessary dual instruction. The rates are listed by "Aeroplane" magazine as £3 14s. per hour (approximately \$14) for "Tiger Moths" and £4 (approximately \$14) for "Proctors." At a later date Taylorcraft "Auster" will be available, provisionally at a lower rate. Night reduction from these rates are offered for week-day flying up to Friday, when the fitted rates become effective through Sundays.

FOR THE WINGWALKER LEGEND.—Another story which may be added to the growing legend of the easy-to-fly "Wingie" is that of William B. Hampton, at St. Paul, Minn., Municipal Airport on Jan. 18. Hampton was taking his second ride in his airplane with Wayne Dickerson, an experienced pilot at the controls. Dickerson complained of feeling ill soon after takeoff, and soon became unconscious. Hampton grabbed the controls and managed to take the plane up to about 2,000 ft., then circled while he recuperated with the controls and finally headed back to the airport. He landed on the plane on the same runway they had taken off from, and his brother and father-in-law who were in the plane went to go to reports received by Engineering & Research Corp., that testpilot at the airport did not realize that Dickerson was unconscious until Hampton called for help.

EBELMAN FIVE-PLACE DESIGN.—Charles L. Ebelman, youthful Baltimore aviation who designed the two-place Ebelman "Wingie" (AVIATION NEWS, Dec. 28, 1947), apparently has decided to concentrate his aviation endeavors on this plane to the exclusion of his earlier and more radical four-place Ebelman "Wing." He has announced the four-place plane, which has been flown, will be sold outright, including patent rights, engineering data, etc., to any prospective manufacturer. The "Wing" had been a two-place, with a fold-down wing and a broad fuselage extending into wing surfaces which gave it a sand-flying wing appearance.

GLOBE IN PART BUSINESS.—Globe Aircraft Corp., Ft. Worth, has announced it now has a large stock of surplus Army and Navy standard aircraft parts and hardware, and is accumulating more. While other aircraft manufacturers have been handling war surplus parts for some time as agents of the War Assets Corp., they have concentrated largely on spare parts for war surplus planes of their own manufacture. Globe is one of the first manufacturers to go into the spare parts business, also as a WAC agent, on a general basis. Presently Globe is acting as a large scale distributor. If other manufacturers follow, this may cause a considerable upsurge in the parts business and provide valuable new competition to the large parts distributors who have been well established for some time in various sections of the country. It seems doubtful whether any of the established plane manufacturers would continue in this end of the business very long after problems of smoothing out first post-war plane production are solved. But until labor and materials shortages are worked out, war surplus parts may be expected from almost any of the manufacturers in an effort to make some quick money.

BELL "COPIES GET NX."—Two experimental helicopters of the Bell Aircraft Corp., Niagara Falls, N. Y., recently received experimental licenses from the CAA. The two-place open cockpit Model 42, with 142-hp Franklin engine, has been given NX 42733, while the four-place Model 42, has been numbered NX 42823. —Alexander McCauley

Governmental Affairs Committee Due Be Set Up Today By ATA

Consistently widening interest in legislation prompts establishment of unit to replace State Relations Committee; Gansbrell probably will be named chairman and Mosier vice-chairman.

By MERLIN MICKEL

The consistently widening interest of the airlines in legislation—whether federal, state or municipal—has resulted in a move by the Air Transport Association to form a Governmental Affairs Committee as successor to the State Relations Committee.

The existing group has advocated the change for some time because of the increased scope of its activities. The formal order creating the new committee, which will have substantially the same membership as the old, is to be issued today by Emory S. Land, ATA president, if there are no objections to the proposal. Mosier was expected.

Gansbrell May Be Chairman—Presumably G. S. Gansbrell, general counsel of Eastern Air Lines, will be chairman of the new group. Land prepared Gansbrell as chairman of the State Relations Committee, effective today, after the resignation of Robert M. Averill of PCA, former chairman, who has gone to Chicago for PCA as western regional vice-president.

Land also will appoint G. M. Mosier, vice-president of American Airlines and its representative as the State Relations Committee, as vice-chairman. Gansbrell formerly held this post. Mosier is chairman of the Special Committee on Governmental Regulation, which has under way a "grass roots" program (AVIATION NEWS, Oct. 22) in support of Federal legislation to place air carriers in uniform under Federal jurisdiction exclusively.

Will Merge Programs—Under the new Committee setup, this program will be merged with other federal, state and municipal legislative considerations. Members of the State Relations Committee have maintained a liaison between their programs and ATA's State Relations

Department, exchanging information and opinion and carrying on "educational activities" on state legislation. The Governmental Affairs Committee will discharge the same function on all three government levels.

In keeping with the Committee change, the State Relations Department probably will become a Governmental Affairs Department, to act as a clearing house for studies and reports to members of the Committee on federal, state and municipal legislative matters.

Budget Increased—Magnitude of the work contemplated is reflected in the fact that the State Relations Department's original budget of \$23,311 for the first half of this year has been nearly doubled to

\$43,321 by ATA's Board of directors. Budgetary increase was an arrow, which went from \$2,500 to \$10,900. The rest was brought the figure for salaries from \$13,000 to \$12,500.

During 1945, the State Relations Committee prepared studies of state aviation and air transport laws, kept track of aviation bills in state legislatures, distributed educational material on ATA's movement on such state legislation and presented it in person at hearings in state capitals, created the Nation-wide "civic action" organization and collaborated with other agencies interested in state legislation. The program for 1946, which will follow these lines, will be discussed at a meeting of the new committee next month.

CAB Annual Report Reflects Optimism

The Civil Aeronautics Board, turning from war to peace, has submitted to Congress an annual report for 1945 characterized by optimism for civil aviation's future.

In reference to the "great expansion in civil aviation activities" which seems bound to follow the end of the war, the Board said: **Simplified and revised Civil Air Regulations** for private flying to give the private flyer more latitude in judgment and yet protect public safety. **Revised airworthiness require-**



CAB Charts Traffic Increase: These charts, from CAB's annual report for fiscal 1945, show precipitously how revenue passengers and revenue passenger miles in domestic air carrier operations have moved upward since 1940 to reach 5,127,877 and 2,826,297,224, respectively, last year. Mail revenues, meanwhile, dropped from 22 mills per pound-mile in 1944 to 28 in 1945, due principally to Board reductions in fuel pay. Where mail revenues in 1940 had amounted to 26-67 percent of total revenue of domestic air mail carriers (second chart), in 1945 it was 12.54 percent of the total.

ments for civil transport and non-transport aircraft to reflect wartime technological development and prepare for postwar production and re-employment.

Helped prepare the U. S. portion of safety and technical standards for PICAO.

Statistics Given—Statistics generally were given for fiscal 1945, though the Board was able to give detailed information on developments up to Nov. 1. On that date, for example, total domestic route miles stood at 68,997, with 3,351 having been added during the previous 12 months. International U. S. air carriers on Oct. 31, 1945, were authorized for 117,826 miles of foreign routes, of which 10,535 were permanently authorized and the rest temporary.

See American Airways had been extended beyond London to Calcutta, through Central Europe and the new East American Overseas Airline, formerly American Export, was authorized to go to the Mediterranean countries and Leningrad and Moscow. TWA, previously domestic, was awarded a route between the U. S. and Southern Europe and North Africa in Bombay.

Applications Expedited—Disposition of applications, both domestic and foreign, was predicted "as rapidly as possible."

For the fiscal year ended June 30, the Board noted, domestic carriers' net income before taxes and non-operating items was approximately \$43,900,000, with a net profit after these items of about \$28,600,000. Earnings surplus was a little over \$18,800,000, and 10 carriers paid dividends. The international air carriers' net loss of about \$1,466,000, CAB added, is subject to additional Government compensation adjustments for mail service.

Studies Completed—The year saw completion of the Board's studies of overseas air patterns, and progress on plans dealing with international air travel, as well as characteristics of domestic airline stations, foreign airports, foreign airlines and current regulatory problems of the Board.

Eastern Expanding Service to Miami

Promise of spring delivery of 30 converted C-54's and hope for an early favorable decision by CAB as its Latin American route applications have opened Eastern Air Lines requests for non-stop service into Miami.

Another factor may be that National Airlines already is operating

EAL To Speed Loading

In answer to mounting criticism of loading delays on four-engine transports, Eastern Air Lines has ordered both forward and aft passenger and cargo doors installed on its Constellation and converted C-54's.

Reduction at loading time by almost half will more than compensate for the slight delays in Constellation deliveries caused by the modification, according to Eastern officials. They expect the first of 20 Constellations early this fall and the C-54's this spring.

a 46-passenger DC-4 on a non-stop daily round trip between Newark and Miami. The service was inaugurated Feb. 14.

Eastern has asked CAB permission to provide Miami, its projected Latin-American route terminal, with through service from Detroit, Washington, Newark and Atlanta by March 15. Concurrently, requests for five other non-stop services—St. Louis-Washington, Chicago-Atlanta, Atlanta-Houston, Washington-Atlanta and New York-Miami—were filed.

Route Plans—In further expansion, Eastern has leased Consolidated Value's Miami plant from Dade County Port Authority for 20 years and will construct a four-story, 400,000-sq-ft terminal to accommodate DC-4's and Constellation's. The keels, together with new shop and maintenance buildings, will be completed this year.

Kansas City-Florida Hearing Warned Against Break Points

Break points similar to those which force midwest and transcontinental railroad passengers to change trains at Chicago or St. Louis should be avoided wherever possible on the nation's new airways, according to G. Richard Chaffner, aviation commissioner of the Kansas City Chamber of Commerce.

Testimony at the opening of the Kansas City-Miami-Florida case (Denver, 10/4/45 at 41), he asserted that road of better service between the Kansas City area and the Southeast is growing increasingly urgent with development of Florida cities as air gateway to South America. Africa. He requested a single-carrier route between Kansas City and Florida.



FIRST DC-6 TAKES OFF:

With its nose pointed sharply upward, the Douglas Aircraft Co.'s new DC-6 took off for the Army order as XC-118 designation, taken off as the twelfth of a line at Santa Monica plant Feb. 15. The new plane is slightly larger and faster than the crop-eater DC-4. Raymond

TRANSPORT — 35

Latin American Case Action is Sought

Objections to a request by W. R. Grace & Co. that the Latin American case be delayed pending outcome of the Panama Terminal controversy have been made by Eastern Air Lines and Braniff Airways, both of which have a heavy stake in the Latin American pro-coups. Western and Colonial joined in the protest.

Protracted litigation is in progress over a U. S. Circuit Court of Appeals decision regarding the terminal case. C.A.B. (Aviation News, Feb. 13) involving a question of CAB jurisdiction to extend Panagra's route from the Canal Zone to the U. S. in the absence of application from the carrier. It is Pan-Am's contention that Pan-Am Airways, which shares equally with Cincin in Panagra's ownership, and Eastern have requested that the

court rehear the terminal case. Pan American has indicated that if the request is denied it will appeal to the Supreme Court. Since the court adjourns in June, this likely would mean months before a decision.

The objections by Braniff, Colonial Eastern and Western were filed to a request by Grace that C.A.B. withdraw any recommendations to the President already made or in prospect, favoring award of a route between Balboa and the U. S. to another carrier in the Latin American case (Docket 533 et al.) until final decision on its appeal to seek court of the Board's decision in the terminal case.

Eastern's Complaint — Eastern complained that granting of the request would mean indefinite delay of a proceeding. Long over-come for decision. It brought to the Latin American case started in September 1964 and an exhaustive report was filed March 5, 1965.

Eastern has ordered equipment for long-distance operation between points in its domestic system and those it reasonably has a right to expect will be awarded to it by the

CAB in the Latin American case, including 29 Constellation (10 of them dispatches), 38 DC-4's, and 56 Martin 202's.

Braniff Aggravated — Braniff, which the court has recommended for a Houston-Balboa route, contends as its objection to Grace's motion that if the latter's request has any merit it should be confined to recommendations on routes between Florida and Balboa, on the ground that Houston never has not been included as a possible Panagra terminal.

Braniff strenuously opposes granting of the motion in request to set aside its objection. Braniff and all other applicants in the proceeding and delay "intentionally" award of Latin American routes to U. S. carriers.

SHORTLINES

Aeromex's passenger sales for the eastern region exceeded those for the eastern region in December for the first time in company history. The difference was about \$30,000. Los Angeles trans passenger sales were about \$67,000 higher than New York. American has leased the surplus Aeromex 600s. Army is held to a permanent training base for its corporate and first officers.

Braniff on Feb. 25 will pay to stockholders an amount of \$1.15, divided as 15 cents a share on the 3,900,000 outstanding shares of Braniff stock.

Colonial started service last week between New York and Ottawa on AM 72 and 73F, with probable extension to Washington about March 26. Washington traffic was 177 percent higher than in January, 1965. A financing plan to bring in more than \$1,500,000, of which \$1,154,500 has been authorized by stockholders, the balance of the stock authorized for purchase being taken up by directors.

Continental reports three increases in 1965 over 1964: revenue passenger-miles, 223 percent; number of passengers, 70 percent; expense per mile, 132 percent; real ton miles, 47 percent. The line's AM 39 from St. Paul to Denver will be extended March 5 from Hobbs, N. M., to Oklahoma City and Tulsa via Texas points.

Eastern has become a party to the airline's Universal Air Travel Plan Agreement.

Mad-Cowland agents this year to see completion of a re-engagement program which will give it 38 DC-3's DC-3's and Constellation now are in use. Four-month equipment may be ordered for delivery in 1967 or 1968.

National's president, G. T. Baker,

in taking delivery this month on the first of five new DC-4's, New York ship from South America to Jacksonville in a record 9 hrs. 33 min. The carrier flies it in 10 hrs. at least. 38 DC-3's and 535 seats by January, 1967. **Northwest** completes its partnership in the frequency (1964-65) schedule Feb. 28 at which time its daily trip between Newark and Seattle will have carried more than 23,000 passengers.

PCA has expanded its application in the Boston-New York-Albany-New Orleans case, set for hearing May 6, to include a request to serve Atlanta, Raleigh and New Orleans.

TACA has contracted for additional daily round trip charter flights between Miami and Havana. Daily total is now seven. One of its charter jobs will be a monthly scheduled air line of South America, leaving Miami, Feb. 25. TACA says it will be the first such trip after the war.

TWA has completed negotiations with the International Association of Masterless for wage and hour adjustments for maintenance personnel. Approved by TWA directors, the agreement establishes a 48-hr. week and increased take-home pay, with hourly adjustments and wage increases retroactive to Jan. 1. The new wage scale, subject to modification by the union membership, will not apply to Washington, D. C., maintenance workers employed on government contract work to end soon.

TWA expects to have more than 7,500 employees in Kansas City and 35,000 over its active system by the end of 1966.

United reports that since the lifting Feb. 15 of CAB Order 88, reserving 50 percent of eastbound airline seats from the West Coast for intercontinentals, it is carrying three times as many passengers as before on flights from the Pacific coast to the Midwest and East. Requests for reservations have "substantially increased," one westbound 747-100 also in service. Completion of the order reduced about 500 seats daily for United. United has ended its share as the term redefining contract intercontinentals when carrying about 18,000 passengers of the aircraft from Jan. 1. The carrier will merge its cargo department with TWA's, in line with operations. Officials are watching closely flight tests on the KC-313, military version of the DC-4 of which United has ordered 30, first to be delivered in July.

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Feb. 26 — Eastern to Los Angeles through Miami to avoid a terminal case. A terminal case is pending in the U. S. Circuit Court of Appeals in New York.

Feb. 27 — Eastern to Los Angeles through Miami to avoid a terminal case. A terminal case is pending in the U. S. Circuit Court of Appeals in New York.

Feb. 28 — Eastern to Los Angeles through Miami to avoid a terminal case. A terminal case is pending in the U. S. Circuit Court of Appeals in New York.

Feb. 29 — Eastern to Los Angeles through Miami to avoid a terminal case. A terminal case is pending in the U. S. Circuit Court of Appeals in New York.

Feb. 30 — Eastern to Los Angeles through Miami to avoid a terminal case. A terminal case is pending in the U. S. Circuit Court of Appeals in New York.

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Where Are the Big City Air Parks?

PITY the personal pilot and plane owner in some of our metropolitan areas in the vicinity of New York City the lack of field facilities is unbelievable to an out-of-towner who comes up against the problem for the first time in other large cities there is a similar, though less severe, shortage of airports for personal aviation. At those crowded bases which are functioning, business is booming for the operators and in capitalizing on the fact they too often are unwilling to accept new customers except on their own strict terms. Refusals and shutdowns are frequent and curd.

In most of these crowded areas the flying club is being stifled to asphyxiation. Some airport operators prohibit any clubs which own their own planes. "Either you rent our planes or you don't fly here," is the operator's retort.

Of course, pilots have long memories. Such operators will regret their boom-time practices. But that is small consolation now to thousands of pilots, student pilots, and others who are losing their enthusiasm to become pilots.

The growth of independent airfields nationally has been gratifying in the past year. Obviously, some will not make the grade financially for various reasons which would apply in any new business. But many of them will, and are. A majority of these new enterprises, however, have been set up in less congested areas. Our biggest cities, especially in the East, need more private flying facilities desperately if aviation is to develop anywhere near its potential in the next few years.

alters in the next few years.

The announcement that Henry Berliner, the highly-respected chairman of Engineering & Research Corp., as a personal venture has purchased a 1046-acre site on the New Jersey State at Secaucus for a private flyers' haven is the best news we have heard recently on this subject. The field is right across the Hudson River from midtown Manhattan with easier access to it than any airline port. Friends of Mr. Berliner, who is out of the country, say he is president of Metropolitan Airport, an independent New Jersey corporation which will operate the field. It will have no connection with Engineering & Research Corp. Two pairs of parallel, hard-surfaced runways, 3,000 ft. long, are planned, and operations may be possible this year. Airport-operated bases will ply frequently between the field and Times Square via Lincoln Tunnel, making the trip in 15 minutes or less.

There are many opportunities in aviation. Some have been romantically oversold on paper. But we are banking on the Henry Berlinsers of the country to find some way to prove that air parks and private fields not only are possible in our congested areas, but that they can be made to pay off. We'll wager that Mr. Berliner lets the flying clubs live, that he offers the kind of efficient service that has won a national reputation for such progressive operators as Hawthorne Air Services, and that he will show such independent operators as Westchester County Airport that the landing fee isn't the answer.

meetings, resort to political compromises rather than taking action to promote and stimulate personal aviation.

NATA's collapse was due entirely to internal problems which it failed to come to grips with. Vital decisions must be made. They cannot be postponed or compromised. If men with the ability and reputation of Mr. Garside come into the campaign in the other regions, we shall have a strong NATA, indeed. And such an organization is needed by every operator in the country.

ROBERT H. WOOD

Here Comes Essair!

Phillips Hails a Bright New Star in Southwest Aviation

"I WANT to run an airline—and a good one!" You can't hate a guy who talks like that—particularly when the guy is a person like Bill Long, president of Essair, Inc.

Essair, as you probably know by now, is the new feeder line "flying the range"—Amarillo—Lubbock—Abilene—San Angelo—Austin—Houston.

Headed by a group of executives whose middle names are Aviation, blessed with an unusual pool of flying talent, we confidently predict that Essair, and Major Bill Long, are going to be a mighty important factor in the Southwest's postwar aviation picture.

And nobody'll be any happier than we if they are—because Phillips Aviation Gasoline powers their ships. If you think a pretty good tip-off on a product is the kind of companies and people who use it, we're glad to have you know Essair is on our side. We've earned their respect with our products and services—we'd like a chance to earn yours. If you have a problem involving aviation fuel, write to us at, Aviation Department, Phillips Petroleum Company, Bartlesville, Oklahoma.



Two of the Lockheed Electras now "flying the range" for Essair, Inc.



Major Bill Long of Essair, who has been identified with aviation in all its phases since 1917.



NATA Looks Ahead

THE vigorous beginning made by the recent meeting of New England operators in a campaign to revivify the National Aviation Trades Association is heartening. If the enthusiasm evoked by this first regional drive, spearheaded by Joseph Garside of Wiggins Airways, can be communicated to other regions throughout the country, NATA's future will look vastly different in a matter of weeks.

The association, however, must stand united. It cannot be permitted to break up again into groups of backing operators who, in their elections and



"DIVIDE TO CONQUER"

goes for industry, too!

When you get embroiled in conferences between the Works Manager and the Sales Manager, trying to get delivery promises satisfactory to both . . . try this magic formula. Break the production problem down and apply a liberal application of "contract manufacturing".

Select those parts or assemblies that can be covered by complete specifications, pick out an experienced sub-contractor, and shoulder part of the problem onto him.

If he knows his stuff, the bottle neck in that production line may clear up in a hurry.

We've been at it a long time!

Although we made parts and assemblies for many of the aviation primes during the war, we've been at this sub-contracting business for more than fifty years.

Integration of our schedules with the assembly lines of the other fellow is no new experience for us. We can make them mesh like two well behaved gears.

And on costs, too, we may be able to show you some good news. For we were brought up with a stop watch in one hand, a sharp pencil in the other, and a peacetime cost-conscious prime looking over our shoulder.

Why not "Let Lewyt Do It?"

On some of those parts—yes, even complete assemblies involving intricate electrical hook-ups—why not see what Lewyt can do? It may help you achieve a higher production at the far end of the assembly line.

At any rate, it won't cost you more than the time it takes to discuss it with us. Maybe we've got something you've been looking for. Let us show you why it may be a good idea to use more contracted assemblies . . . and "Let Lewyt Do It".

* * *

Write on your business stationery for 48-page book, "Let Lewyt Do It"—the story of the Lewyt organization in pictures. Lewyt Corporation, 88 Broadway, Brooklyn 11, N. Y.